

6.0 Long-Term Implications of the Proposed Project



6.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

6.1 THE RELATIONSHIP BETWEEN SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

If the proposed project is approved and constructed, a variety of short-term and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. Short-term soil erosion may also occur during grading. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the *City of Long Beach Municipal Code*; refer to Section 5.0, *Environmental Analysis*.

Ultimate development of the project site would create long-term environmental consequences associated with a transition in land use. Development of the proposed project and the subsequent long-term effects may impact the physical, aesthetic and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical and landscaping) sources, incremental increased demands for public services and utilities, and increased energy and natural resource consumption. Long-term visual impacts would occur with the alteration of views within the area. Incremental degradation of local and regional air quality would also occur as a result of mobile source emissions generated from project-related traffic and stationary source emissions generated from the consumption of natural gas and electricity.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Approval of the proposed project would cause irreversible environmental changes, resulting in the following:

- Soil erosion due to grading and construction activities (refer to Section 5.4, Air Quality);
- Alteration of the human environment as a consequence of the development process and the project's commitment to residential, retail, art gallery, civic, and parking uses, which intensifies land uses in the project area;



- Utilization of various new raw materials (such as lumber, sand and gravel) for construction;
- Consumption of energy to develop and maintain the project, which may be considered a permanent investment; and
- Incremental increases in vehicular activity in the surrounding circulation system, resulting in associated increases in air pollutant emissions and noise levels.

6.3 GROWTH-INDUCING IMPACTS

Section 15126 of the *CEQA Guidelines* requires that an EIR discuss the project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The *CEQA Guidelines* also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the *CEQA Guidelines*.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);
- Fostering economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning, and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated below against these criteria.

Note that the *CEQA Guidelines* require an EIR to “discuss the ways” a project could be growth inducing and to “discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment.” However, the *CEQA Guidelines* do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (refer to *CEQA Guidelines* Section 15145).



POPULATION, HOUSING AND EMPLOYMENT

Population

County of Los Angeles. The County encompasses approximately 4,084 square miles.¹ It is bordered by Ventura County to the northwest, Kern County to the north, the Pacific Ocean to the south, Orange County to the southeast, and Riverside County to the east. Los Angeles County also includes the islands of San Clemente and Santa Catalina.

The County of Los Angeles' 2000 population was an estimated 9,519,338 persons, representing a 7.4 percent increase over its 1990 population of 8,863,164 persons; refer to Table 6-1, *Population, Housing and Employment Estimates*.² As of January 2005, the County's population was an estimated 10,226,506 persons.³ The County has the largest population of any county in the State with approximately 27.8 percent of California's residents living in the County. The County's population is projected to increase to 10,718,007 persons by 2010 and 11,501,884 persons by 2020.⁴

**Table 6-1
Population, Housing and Employment Estimates**

Year	County of Los Angeles	City of Long Beach	Census Tract 5761 ¹
Population			
1990	8,863,164	429,433	NA
2000	9,519,338	461,552	2,669
Change	+ 7.40%	+ 7.48%	NA
2005	10,226,506	491,564	NA
Housing			
1990	3,163,343	170,388	NA
2000	3,279,909	171,632	2,088
Change	+ 3.68%	+ 0.73%	NA
2005	3,341,548	173,848	NA
Employment²			
1990	4,538,364	211,638	NA
2000	4,307,762	209,167	1,586
Change	- 5.08%	-1.17%	NA
2005	NA	NA	NA
Notes:			
¹ Census tract boundaries changed between Census 1990 and Census 2000. Therefore, no comparisons of the 2000 data shown can be made.			
² Civilian labor force.			

¹ Los Angeles County website www.lacounty.info, September 21, 2005.

² U.S. Census, 1990 and 2000.

³ *State of California, Department of Finance, E-5 City/County Population and Housing Estimates, 2005, Revised 2001-2004, with 2000 DRU Benchmark.* Sacramento, California, May 2005.

⁴ Southern California Association of Governments, *2004 Regional Transportation Plan Growth Forecasts*, June 2004.



City of Long Beach. The City's 2000 population was an estimated 461,552 persons, representing a 7.5 percent increase over the 1990 population of 429,433 persons. As of January 1, 2005, the City's population was an estimated 491,564 persons, making it the second most populated City within Los Angeles County.⁵ Population growth is expected to continue in the City, with SCAG estimating that its population will reach 503,450 persons by 2010, 518,627 persons by 2015, and 533,590 persons by 2020.⁶ This projection would represent a population growth of approximately 8.5 percent between 2005 and 2020.

Census Tracts. The project site is located within the limits of the City of Long Beach. However, the U.S. Census reports data for a wide variety of geographic types, ranging from the entire country down to states, counties, county subdivisions, cities, census tracts, etc. Accordingly, the geographic unit that has been utilized to describe the characteristics of the project area is the census tract (CT). More specifically, the project site is located within CT 5761.⁷ It is noted that the California Department of Finance reports data for counties and cities, but not for census tracts. Therefore, the Census 2000 data is the most recent data available for the CT 5761. According to the Census 2000, the population in CT 5761 was an estimated 2,669 persons, which represented approximately 0.006 percent of the City's overall population of 461,552 persons.

Project Area. A total of 63 housing units exist within the project site. Assuming an average of 2.913 persons per household (California Department of Finance, 2005), the project site's current population is an estimated 184 persons.

Housing

County of Los Angeles. According to the Census 2000, the housing stock in Los Angeles County was an estimated 3,279,909 housing units. This represents an increase of approximately 3.7 percent over the estimated 3,163,343 housing units reported in the Census 1990. As of January 2005, the County's housing stock was an estimated 3,341,548 housing units, and its vacancy rate was 10.4 percent.⁸ The number of persons per household in the County was 3.284 (January 2005).

City of Long Beach. According to the Census 2000, the total housing stock in the City of Long Beach was an estimated 171,632 housing units. This represents a less than one percent increase over the estimated 170,388 housing units reported in the Census 1990. In January 2005, the City's housing stock was an estimated 173,848 housing units, and its vacancy rate was 4.98 percent.⁹ The number of persons per household in the City was 2.913 (January 2005). According to SCAG projections, the number of housing units in the City is expected to increase to 171,723 units by

⁵ *State of California, Department of Finance, January 2005 Cities/Counties Ranked by Total Population, Numeric Change and Percent Change*, May 2005.

⁶ *Southern California Association of Governments, 2004 Regional Transportation Plan Growth Forecasts*, June 2004.

⁷ U.S. Census 2000.

⁸ *State of California, Department of Finance, E-5 City/County Population and Housing Estimates, 2005, Revised 2001-2004, with 2000 DRU Benchmark*. Sacramento, California, May 2005.

⁹ *Ibid.*



2010, 178,252 units by 2015 and 184,906 units by 2020. This represents an approximate 6.4 percent increase in housing between 2005 and 2020.

Census Tracts. In 2000, the total housing stock in CT 5761 was an estimated 2,088 housing units, or 0.012 percent of the City's total housing stock of 171,632 units. The vacancy rate in CT 5761, according to Census 2000, was 14 percent, and the average number of persons per household was 1.48 persons (Census 2000).

Project Area. A total of 63 housing units exist within the project site. Housing within the project area is comprised of multiple-family residential units.

Employment

County of Los Angeles. In 2000, the civilian labor force in the County of Los Angeles totaled approximately 4,307,762 persons. An estimated 8.2 percent of the County's civilian labor force (354,347 persons) was unemployed at the time of the Census. Most of the County's labor force (approximately 34.3 percent) was employed in management, professional and related occupations; the next highest concentration of the labor force (approximately 27.6 percent) was in sales and office occupations.¹⁰

City of Long Beach. In 2000, the City of Long Beach's civilian labor force consisted of approximately 209,167 persons. At the time of the Census, an estimated 9.4 percent of the City's civilian labor force (19,680 persons) was unemployed. Similar to the County of Los Angeles, most of the City's labor force (34.3 percent) was employed in management, professional, and related occupations; a substantial portion was in sales and office occupations (27.2 percent).

Census Tracts. According to the Census 2000, the three largest employment sectors in CT 5761 were management, professional and related occupations, service occupations and sales and office occupations. In 2000, the civilian labor force in CT 5761 consisted of approximately 1,586 persons (0.008 percent of the City's total civilian labor force of 209,167 persons). At the time of the Census 2000, an estimated 5.9 percent (141 persons) of the civilian labor force in CT 5761 was unemployed. Comparatively, the unemployment rate in CT 5761 was less than the City's overall unemployment rate of 9.4 percent. The majority of the residents in CT 5761 were employed in management, professional and related occupations (Census 2000).

Project Area. As outlined in Table 6-2, *Estimated Existing Employment*, an estimated 20,981 square feet of employment-generating land uses are located within the project site, including retail, restaurant and office uses. The estimated employment associated with these existing uses is approximately 34 jobs; refer to Table 6-2.

¹⁰ U.S. Census 2000.



Table 6-2
Estimated Existing Employment

Land Use	Square Feet	Employment Rate ¹	Estimated Employment
EXISTING			
Commercial/Retail	13,481	1 / 500 SF	27
Office	7,500	1 / 1,125 SF	7
Total Existing	20,981	--	34
SF = square feet.			
Note:			
¹ Employment rates are typical. Stan Hoffman and Associates (2002).			

PROJECT IMPACTS

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new homes or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly.

The project site is located in a highly urbanized area. Implementation of the project, as proposed, would result in the development of residential and retail/gallery uses; refer to Section 3.0, *Project Description*. More specifically, the project would result in a net change in land uses of 295 additional housing units, approximately 81 additional square feet of retail/gallery uses and approximately 7,500 fewer square feet of office uses.

Based on the factors discussed below, project implementation would not result in significant growth-inducing impacts:

- As discussed in Section 5.8, *Public Services and Utilities*, project implementation would not require the expansion of existing water and wastewater facilities to meet increased demands associated with the project. New facilities would be required due to the proposed relocation and vacation of existing alleys and roadways, wherein facilities currently exist. Public services and utilities would be extended from existing facilities that are currently located adjacent to the site without the need for expansion of capacity or establishment of new sources of service. The increase in demand would not reduce or impair any existing or future levels of utility services, either locally or regionally, as costs for increases in utilities and services would be met through cooperative agreements between the applicants and servicing agencies. Therefore, the proposed project would not be considered growth inducing, inasmuch as it would not remove an impediment to growth.
- As described in Section 3.0, *Project Description*, implementation of the proposed project would result in a net increase of approximately 81 square feet of retail/gallery uses and a net decrease of approximately 7,500 square feet of office uses. Overall, employment-generating land uses would result in



a net decrease of employment positions within the project area. Therefore, project implementation would not foster significant economic expansion or growth within the area.

- A project could foster population growth in an area either directly (through the development of new homes) or indirectly (through the development of employment-generating land uses). The project would develop both new homes and employment-generating land uses.¹¹ Based on an estimate of 2.913 persons per household (State of California Department of Finance), the net increase of 295 housing units resulting from project implementation could potentially generate a population increase of approximately 859 persons.

The retail component of the proposed project would offer primarily service-type employment, such as sales and service. Service employment is generally not growth inducing, but rather it responds to population growth that has already occurred. Consequently, any residential growth beyond the net increase of 295 units from project construction that may occur as a result of employment-generating land uses are expected to be minimal.

Potential growth-inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Project-related population growth has been anticipated in both local and regional plans.

The project is located within the Central Long Beach Redevelopment Project Area; refer to Section 3.2, *Background and History*. The primary objective of the Central Redevelopment Plan is to re-direct and concentrate commercial facilities in significant centers and along major arterial corridors, while accommodating residential needs and preserving and rehabilitating existing neighborhoods. Therefore, the development proposed by the project would be in furtherance of the goals identified in the Redevelopment Plan.

The City's *General Plan Land Use Element* provides population forecasts for year 2000, which represents the "target date" of the current *General Plan*. Based upon 2005 population data, the City's population has exceeded the population forecasts provided in the *General Plan*. Since the City is currently in the process of updating their *General Plan*, population projections are used from SCAG to analyze the potential growth inducing impacts of the proposed project. The potential population growth associated with the project (859 persons) would represent approximately 0.002 percent of the City's 2010-projected population of 503,450 persons (SCAG). As the potential population growth associated with the project would be consistent with SCAG's projected 2010 population, project implementation would not induce substantial population growth in the City.

- The proposed project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open

¹¹ Although the project would develop employment-generating land uses (i.e., retail uses), project implementation would remove existing employment generating uses, resulting in a net decrease of employment positions within the project area.



space. The project is considered an urban infill development because the site is surrounded by urban development such as residential, retail/commercial and office uses.

Overall, project implementation would not be considered growth inducing, inasmuch as it would not foster significant economic expansion and growth opportunities. The project would not remove an existing impediment to growth and would not develop or encroach into an isolated or adjacent area of open space. The proposed project would not foster significant unanticipated population growth in the project area, as identified by SCAG and the Redevelopment Plan. Development within the project area would not require substantial development of unplanned and unforeseen support uses and services.

In addition to inducing growth, a project may create a significant environmental impact if it would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere and/or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Implementation of the proposed project would result in the removal of approximately 63 housing units. Based on an estimate of 2.913 persons per household (State of California Department of Finance), the removal of 63 housing units would displace approximately 184 persons. In addition, project implementation would require removal of 20,981 square feet of retail/restaurant and office uses. The displacement of persons, housing and businesses resulting from implementation of the proposed project is considered a significant impact unless mitigated.

California Government Code §7260(b) (the "California Relocation Law") establishes "a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a public entity." A primary purpose of the California Relocation Law is to ensure that these persons do not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement on these persons. In compliance with the California Relocation Law, the City of Long Beach Redevelopment Agency adopted Redevelopment Plans for its Redevelopment Project Areas. As stated, the project is located within the Central Redevelopment Project Area; refer to Section 3.2, *Background and History*.

Generally, the goal of the Redevelopment Plan is to provide new and rehabilitated residential, commercial, industrial, recreational, institutional and public uses, in addition to providing infrastructure-upgrading programs. Implementation of redevelopment projects allows for property acquisition and management, participation of owners and tenants, relocation of displaced project occupants, demolition or removal of existing buildings and improvements, construction of public improvements, renovation of existing structures and disposition and redevelopment of land.

The Long Beach Redevelopment Agency is required to establish a plan or method of relocating any persons or businesses that would be required to relocate from property acquired by or on behalf of the Agency in connection with implementation of the Redevelopment Plan. The City of Long Beach has adopted its own *Relocation*



Assistance Guidelines consistent with the State's *Relocation Assistance and Real Property Acquisition Guidelines* (Chapter 6 of Division 1 of Title 25 of the California Code of Regulations), as the method of relocation for each Redevelopment Project Area.

In order to implement, interpret and make specific the provisions of the California Relocation Law relating to relocation assistance and property acquisitions, the U.S. Department of Housing and Community Development Programs adopted the *Relocation Assistance and Real Property Acquisition Guidelines (Guidelines)*. The purpose of the *Guidelines* is to assist public entities in the development of regulations and procedures for implementing the California Relocation Law. California Code of Regulations §6010, *Prior Determinations*, notes the following with respect to the displacement of persons or businesses¹² and property acquisition:

- (a) *Displacement. No public entity may proceed with any phase of a project or other activity, which will result in the displacement of any person, business or farm until it makes the following determinations:*
 - (1) *Fair and reasonable relocation payments will be provided to eligible persons as required by Article 3 of the Guidelines.*
 - (2) *A relocation assistance program offering the services described in Article 2 of the Guidelines will be established.*
 - (3) *Eligible persons will be adequately informed of the assistance, benefits, policies, practices and procedures, including grievance procedures, provided for in these Guidelines.*
 - (4) *Based upon recent survey and analysis of both the housing needs of persons who will be displaced and available replacement housing and considering competing demands for that housing, comparable replacement dwellings will be available, or provided, if necessary, within a reasonable period of time prior to displacement sufficient in number, size and cost for the eligible persons who require them.*
 - (5) *Adequate provisions have been made to provide orderly, timely, and efficient relocation of eligible persons to comparable replacement housing available without regard to race, color, religion, sex, marital status, or national origin with minimum hardship to those affected.*
 - (6) *A relocation plan meeting the requirements of Section 6038 has been prepared.*
- (b) *Acquisition. No public entity may proceed with any phase of a project or any other activity, which will result in the acquisition of real property until it determines that with respect to such acquisition and to the greatest extent practicable,*

¹² According to California Government Code Section 7260(d), "business" also includes any lawful activity, except a farm operation, conducted primarily by a nonprofit organization.



(1) Adequate provisions have been made to be guided by the provisions of Article 6 of the Guidelines; and

(2) Eligible persons will be informed of the pertinent benefits, policies and requirements of the Guidelines.

The Long Beach Redevelopment Agency would be responsible for the preparation and administration of specific relocation assistance programs for all persons and businesses displaced by the project under the requirements of the California Relocation Law and implementing guidelines referenced above. These responsibilities of the Long Beach Redevelopment Agency include the preparation of a Relocation Plan pursuant to California Relocation Law Guidelines Section §6038 (the Relocation Plan). Following compliance with the California Relocation Law, project impacts associated with the displacement of housing, persons and businesses would be reduced to a less than significant level.

Construction of replacement housing elsewhere in the City would not be required as a result of project implementation. The employment generating land uses proposed by the project could create a potential demand for additional housing units. However, the project would offer primarily service-type employment, which is generally not growth inducing. Additionally, sufficient housing exists within the City to accommodate the additional demand, based on the City's existing housing supply and vacancy rate. As previously noted, the City's existing housing supply and vacancy rate as of January 2005 was 173,848 housing units and 4.98 percent vacancy, respectively. A vacancy rate of 4.0 percent is typically considered ideal to provide an adequate return for property owners and to provide for adequate "turnover" and mobility within the market. Assuming that future project employees would occupy the existing housing, project implementation would decrease the City's housing vacancy rate. In consideration of the City's existing housing supply and vacancy rate, the potential housing demand created by the project could be absorbed without significantly impacting housing availability. A less than significant impact would occur in this regard.

7.0 Alternatives to the Proposed Project



7.0 ALTERNATIVES TO THE PROPOSED PROJECT

In accordance with *CEQA Guidelines* Section 15126.6, the following section describes a range of reasonable alternatives to the proposed project, which could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding significant environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives.

Potential environmental impacts associated with three separate alternatives are compared to impacts from the proposed project. The alternatives include:

- No Project/No Development Alternative;
- Reduced Project Alternative; and
- Hotel/Office Alternative.

Throughout the following analysis, impacts of alternatives are analyzed for each of the issue areas examined in Section 5.0 of this EIR. In this manner, each alternative can be compared to the proposed project on an issue-by-issue basis. Each alternative's impacts are compared to the proposed project. Table 7-6, *Comparison of Alternatives*, provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed project. The section concludes with a review of Alternatives considered but rejected for further analysis.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. The proposed project would result in significant and unavoidable impacts in the following environmental issue areas:

- Aesthetics/Light and Glare
 - Shade and Shadow Impacts
- Traffic and Circulation
 - Forecast Year 2015 with Project Impacts
 - Los Angeles County CMP Facilities Impacts
 - Cumulative Impacts
- Air Quality
 - Short-term Construction Impacts (NO_x emissions)
- Noise
 - Short-term Construction Noise Impacts
 - Long-Term Mobile Noise Impacts



- Cultural Resources
 - Historic Structure (40 Atlantic Avenue)

In Section 7.4 of the alternatives analysis is the identification of the “environmentally superior” alternative, as required by CEQA.

7.1 “NO PROJECT/NO DEVELOPMENT” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The No Project/No Development Alternative assumes that the proposed project would not be implemented and the project site would remain in its current condition. With this Alternative, the proposed 24-, 21- and 12-story structures with 358 residential units and 13,561 square feet of retail/gallery space would not be developed. Bronze Way alley would not be relocated and Lime Avenue, between Medio Street and Ocean Boulevard, would not be vacated. The existing residential, retail, restaurant and office uses would remain on-site.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

The No Project/No Development Alternative does not involve a development proposal that would affect land use plans or policies of the City or other local and regional agencies. This alternative would not create any land use compatibility conflicts, as new development would not occur. However, the No Project/No Development Alternative would be inconsistent with several *General Plan* and *Redevelopment Plan* policy provisions, which establish long-range development goals for the project site. Specifically, policy documents have identified the project site for development with higher intensity uses, such as high-density residential, employment or visitor serving uses in proximity to existing employment, transit and other retail opportunities. The No Project/No Development Alternative would be considered environmentally inferior to the proposed project in this regard.

Aesthetics/Light and Glare

The No Project/No Development Alternative would maintain the current views of and across the project site from off-site vantage points. The No Project/No Development Alternative would not obstruct current existing views of and across the project site with new development. However, proposed aesthetic improvements, such as undergrounding of utilities and landscaping would not occur with this Alternative. Under the No Project/No Development Alternative no new light sources and no new shade and shadow impacts would be created. The No Project/No Development Alternative would be considered environmentally superior to the proposed project, since there would be no new light and glare or new shade and shadow impacts.

Traffic and Circulation

Existing morning and evening peak hour operating conditions were evaluated for the proposed project. The results of the analysis indicate that five of the study intersections are operating at an unacceptable Level of Service (LOS). These



conditions would continue with the No Project/No Development Alternative. When compared to the proposed project, an increase in average daily traffic (ADT) would not occur with this Alternative, as no development would occur within the project site. In comparison to the proposed project, this Alternative would not result in significant impacts to study intersections or CMP facilities. The No Project/No Development Alternative would be considered environmentally superior to the proposed project in this regard.

Air Quality

Grading and construction activities associated with the proposed project would not occur with this Alternative. Emissions associated with construction equipment, which have been concluded to exceed SCAQMD construction thresholds for NO_x would not occur. Similar to the proposed project, the No Project/No Development Alternative would be consistent with the regional air quality plan, as it would not increase the intensity of land uses at the project site beyond that anticipated in the City's *General Plan*, and would not result in significant cumulative air quality impacts. The No Project/No Development Alternative would be considered environmentally superior to the proposed project since no significant construction or additional operational air emissions would occur.

Noise

Under the No Project/No Development Alternative, no additional land uses would be developed within the project site. Nearby sensitive receptors would not be subjected to noise associated with construction activities or additional vehicular activity. New stationary and mobile noise sources would not occur and ambient noise levels would not increase. Thus, the No Project/No Development Alternative would be considered environmentally superior to the proposed project in this regard.

Hazards and Hazardous Materials

A Phase I site assessment was conducted to verify existing conditions of hazardous materials within the project area. The assessment identified the presence of a UST on- and off-site and the potential of groundwater impacts from properties within the surrounding area. Under the No Project/No Development Alternative, undocumented USTs would remain and would not be remediated, as would occur with the proposed project. Further, the potential for contaminated groundwater and soil impacts from properties within the project area would continue to exist. Similar to the project, documented USTs and/or subsurface petroleum releases would be required to be remediated in compliance with City, State and Federal regulatory requirements. The potential to create a significant hazard to the public or the environment through the disposal of hazardous materials (i.e., asbestos and lead paint) would not occur with this Alternative since hazardous materials, which may occur within the project site, would not be disturbed by demolition/construction activities. However, with implementation of mitigation measures, potential hazards would be reduced to a less than significant level. Due to the potential presence of undocumented USTs and contaminated groundwater, which would not be remediated, the No Project/No Development Alternative would be considered environmentally inferior to the proposed project in this regard.



Cultural Resources

Under the No Project/No Development Alternative, demolition of a potentially historic structure would not occur and construction activities would not occur adjacent to designated historic structures. Impacts associated with the potential disturbance or destruction of undocumented archaeological and/or paleontological resources would not occur. Thus, the No Project/No Development Alternative would be considered environmentally superior to the proposed project in this regard.

Public Services and Utilities

An increased demand for public services and utilities would not occur with the No Project/No Development Alternative, as no additional land uses would be developed within the project site. However, with implementation of mitigation measures, increased demand on public services and utilities would be reduced to a less than significant level. Due to the increased demand for public services and utilities generated by the proposed project, the No Project/No Development Alternative would be considered environmentally superior to the proposed project.

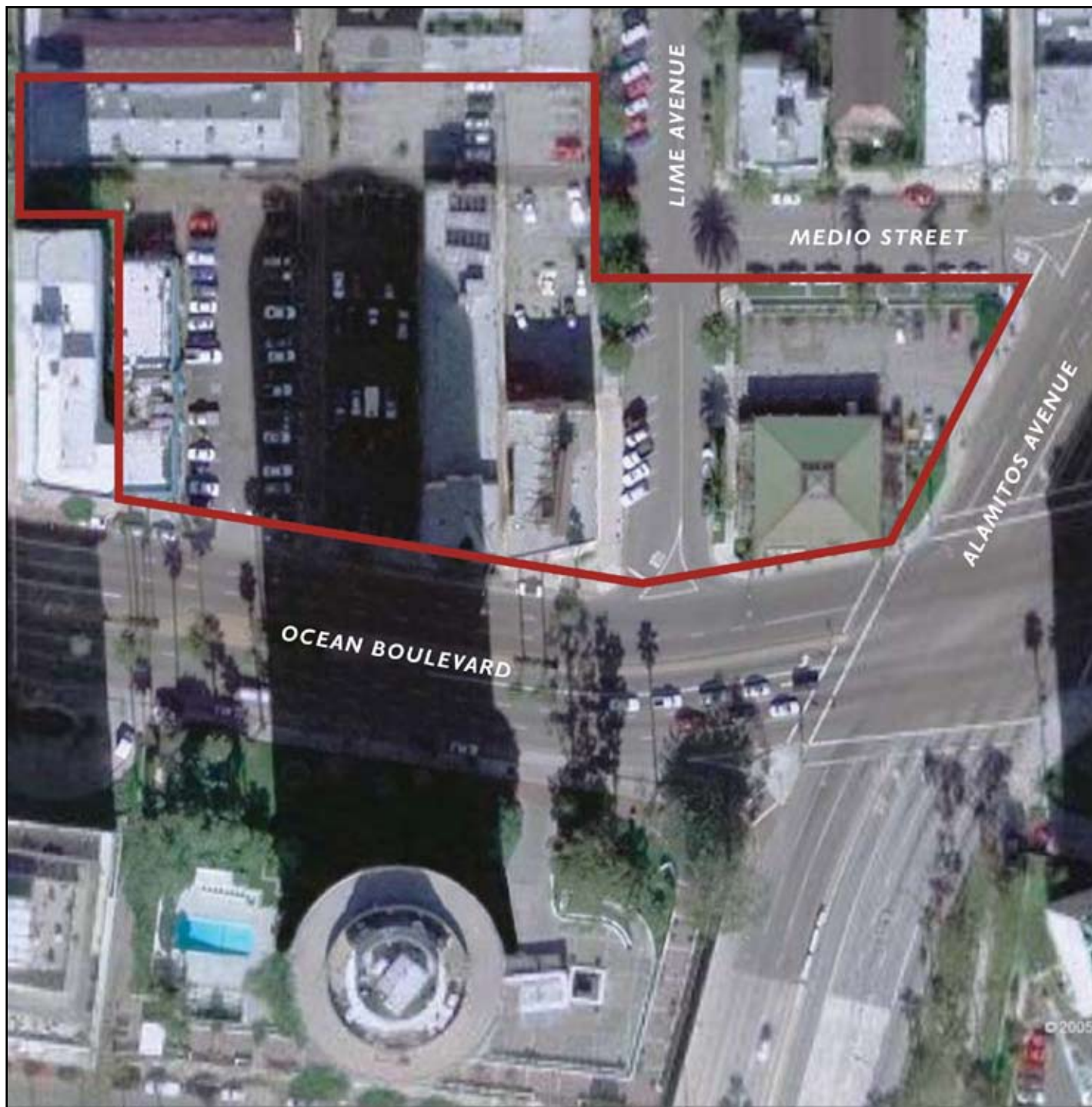
ABILITY TO MEET PROJECT OBJECTIVES

The No Project/No Development Alternative would not be consistent with the objectives of the proposed project, which include providing an iconic gateway tower to the East Village Arts District and downtown, providing a forecourt plaza and formal civic space for outdoor dining and gathering opportunities and providing a diversity of residential unit types including live/work spaces, townhomes, apartment units and penthouse units. Under this Alternative, the proposed residential and retail/gallery uses would not be developed. Therefore, none of the project objectives identified in Section 3.4, *Project Goals and Objectives*, would be met under the No Project/No Development Alternative. Additionally, the No Project/No Development Alternative would be inconsistent with Redevelopment Plan policies identified for the project site and surrounding area.

7.2 “REDUCED PROJECT” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Reduced Project Alternative involves a mixed-use development on five parcels (approximately 1.53 acres) generally bounded by Bronce Way Alley and Medio Street on the north, Alamitos Avenue on the east, Ocean Boulevard on the south and Broadway Court on the west; refer to Exhibit 7-1, *Reduced Project Aerial Map*. Currently the site is developed with 63 multiple-family residential units and approximately 9,629 square feet of retail uses (Video Choice). Implementation of the Reduced Project Alternative would result in the removal of these uses. The Reduced Project Alternative would not involve the parcels currently developed with the Long Beach Café and the 40 Atlantic Avenue office building. Therefore, these uses would remain on-site.



Source: Studio One Eleven at Perkowitz + Ruth Architects, February 2006.



Not to Scale

RBF
CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

06/06 • JN 10-104514

SHORELINE GATEWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

Reduced Project Alternative Aerial Map

Exhibit 7-1



The Reduced Project Alternative would involve a mixed-use development consisting of a 19-story residential tower at the northwest corner of Ocean Boulevard and Alamitos Avenue and a 14-story residential tower on Ocean Boulevard south of Bronce Way Alley, between the existing Long Beach Café and Lime Avenue. The buildings would be situated over a 3- and 6-story podium, respectively, of residential, retail, gallery and live/work units, resulting in a maximum height of 22- and 20-stories, respectively, from grade. The maximum heights of the buildings would be 250 and 220 feet, respectively.

Development of this Alternative would result in 305 residential units including live/work spaces, townhomes, one to three bedroom apartment units, and penthouse units and associated amenities. This Alternative involves live/work spaces adjacent to Bronce Way Alley, Lime Avenue and Medio Street. Approximately 12,000 square feet of retail/gallery space would front the residential towers adjacent to Ocean Boulevard, with residential units located above.

Vehicular access to the site would occur from Bronce Way alley and Medio Street. Implementation of this Alternative would result in the vacation of Broadway Court. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for a landscaped courtyard between the proposed residential towers.

Parking for approximately 723 vehicles would be provided in three subterranean parking levels and in a concealed parking structure located at-grade and three levels above-grade. The parking structure would be concealed from the public by the residential, live/work and retail/gallery uses.

Table 7-1, *Comparison of Proposed Project and Reduced Project Alternative*, provides a comparison of the proposed project and Reduced Project Alternative.

Table 7-1
Comparison of Proposed Project and Reduced Project Alternative

Development Characteristics	Proposed Project	Reduced Project
Acreage	2.2 acres	1.53 acres
Number of Buildings and Heights	3 Towers 24 stories/284 feet 21 stories/133 feet 12 stories/124 feet	2 Towers 22 stories/250 feet 20 stories/220 feet
Residential (dwelling units)	358	305
Retail/Gallery (square feet)	13,561	12,000
Parking Spaces	820	723

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

The Reduced Project Alternative would develop a similar mix of land uses as compared to the proposed project, but would be at a reduced density for the



residential uses and retail/gallery space. This Alternative would be consistent with applicable goals and policies of the *General Plan* and Redevelopment Plans, similar to the proposed project. In terms of land use and planning impacts, the Reduced Project Alternative would be considered neither environmentally inferior nor superior to the proposed project.

Aesthetics/Light and Glare

The Reduced Project Alternative would result in development on fewer parcels, which would allow for greater retention of views within the area of the project site. Specifically, views of and across the parcels north of Bronce Way and the existing Long Beach Café site would remain unchanged, as development would not occur within these parcels. The Reduced Project Alternative would result in two high-rise buildings at slightly reduced heights than the proposed project. Similar to the proposed project, street level views southward toward Ocean Boulevard, from uses located north of the project site, which currently include views of prominent residential buildings (i.e., Villa Riviera, International Tower and Long Beach Towers) and the skyline would be obstructed with this Alternative. Additionally, with the Reduced Project Alternative, views from Ocean Boulevard, Alamitos Avenue and Shoreline Drive would be similar to the proposed project, as with the development of a gateway tower at the corner of Ocean Boulevard and Alamitos Avenue.

The Reduced Project Alternative would introduce new sources of light and glare to the project area, but to a lesser degree than the proposed project. As with the proposed project, potential light and glare impacts would be minimized through the City's discretionary review process, approval of development proposals and compliance with the City's Zoning Regulations.

Shade and shadow impacts would be slightly reduced with the Reduced Project Alternative. Similar to the proposed project, the Reduced Project Alternative would create shadows on Lime Avenue, Medio Street and Alamitos Avenue during the afternoon (3:00 p.m.) on June 21. However, shadows would not be cast on the apartment building at the northeast corner of the Medio Street/Lime Avenue intersection. As with the proposed project, morning shadows would be present primarily to the northwest of the project site on December 21. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion. Impacts to uses to the north would be reduced with the Reduced Project Alternative, as development would not occur west of Broadway Court. In the early afternoon (i.e., 3:00 p.m.) the entire area northwest of the Ocean Boulevard/Alamitos Boulevard intersection would be cast over by shadows. During this period, the Reduced Project Alternative would impact the apartment buildings north of Medio Street, similar to the proposed project. Shadows generated during March 21 and September 21 would be similar and tend to extend to the northwest. Similar to the proposed project, shadows would extend to the apartments north of Medio Street and Malta Way. Although shadow impacts would be reduced with this Alternative, due to the scale and orientation of the buildings, the Reduced Project Alternative would result in significant and unavoidable shade and shadow impacts, similar to the proposed project.



The short-term impacts associated with construction activities would be slightly reduced under this Alternative, as it would result in less intensity of construction activities and associated equipment, and possibly a reduced construction schedule. Architectural design, landscaping, and other visual relief features of the project would still be provided, as required by City standards. The Reduced Project Alternative would not be considered environmentally superior or inferior to the proposed project in this regard.

Traffic and Circulation

The proposed project is projected to generate approximately 3,080 ADT. Table 7-2, Reduced Project Alternative Trip Generation, summarizes the projected trip generation for the Reduced Project Alternative. As indicated in Table 7-2, this Alternative is projected to generate a total of approximately 2,716 ADT, or approximately 12 percent fewer trips when compared to the proposed project ADT of 3,080.

**Table 7-2
Reduced Project Alternative Trip Generation**

Land Use	Size	Units	ITE Code	Trips Generated						
				AM Peak Hour Rates			PM Peak Hour Rates			Daily 24-Hour
				Total	In	Out	Total	In	Out	
Residential	305	DU	230	126	21	105	150	101	50	1,656
Non Auto Trips Reduction ¹				-6	-1	-5	-8	-5	-3	-83
Residential Subtotal				120	20	100	142	96	47	1,573
Retail	12,000	SF	820	44	27	17	154	74	80	1,712
Non Auto Trips Reduction ¹				-2	-1	-1	-8	-4	-4	-86
Retail Subtotal				42	26	16	146	70	76	1,626
Existing Residential to be Removed	63	DU		-20	-6	-14	-14	-11	-3	-152
Existing Retail to be Removed	9,629	SF		-9	-5	-4	-25	-14	-11	-331
Existing to be Removed Subtotal				-29	-11	-28	-39	-25	-14	-483
ALTERNATIVE TOTAL				133	35	98	249	141	109	2,716
DU = dwelling unit; SF = square feet; ITE 230 = condominiums/townhouse; ITE 820 = shopping center.										
Note:										
¹ Non-Auto Trip Reduction is equivalent to five percent.										
Existing trips based on field survey of the existing parking areas.										
Source: Institute of Transportation Engineers, Trip Generation, 7 th Edition.										

Some of the significant transportation impacts generated by the proposed project would be reduced with this Alternative. Specifically, the significant impact at the Alamitos/7th Street intersection that would occur with the proposed project would not occur with the Reduced Project Alternative. However, similar to the proposed project, the Reduced Project Alternative would result in a significant unavoidable impact at the intersection of Alamitos/Shoreline Drive and Ocean Boulevard. Other intersections would experience increased delay or capacity loss with implementation of this Alternative because access drives on Atlantic Avenue and Ocean Boulevard



would not occur, when compared with the proposed project. As a result, greater amounts of traffic would use the Lime Avenue corridor, especially the Lime/Broadway and Lime/1st intersections, to access and depart the site. This would not result in a significant impact. Mitigation measures would still be required to reduce impacts to the extent feasible, but with this Alternative a significant unavoidable impact would continue to occur at the intersection of Alamitos/Shoreline Drive and Ocean Boulevard (which is also a CMP facility). Although a significant impact would occur, the Reduced Project Alternative would be considered environmentally superior to the proposed project in this regard, as traffic and circulation impacts would be reduced (i.e., a significant impact would not occur at the Alamitos/7th Street intersection).

Air Quality

The amount of site preparation associated with the Reduced Project Alternative would be less than the proposed project, as development would occur on fewer parcels requiring less site grading and excavation. The total square footage of development under this Alternative would be less than the proposed project and, therefore, emissions from building activities would be slightly less on a daily basis. Impacts during maximum conditions, which are used for measuring significance, would be similar to those of the proposed project. Although, this Alternative would comply with the mandatory requirements of SCAQMD Rule 403 for fugitive dust emissions which includes, but is not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces, as with the project, regional and local construction emissions would be significant.

Air pollutant emissions associated with occupancy and operation of the Reduced Project Alternative would be generated by both consumption of electricity and natural gas and by the operation of on-road vehicles. Miscellaneous area sources were also considered in the operations analysis, including consumer/commercial solvent usage, landscaping equipment, architectural and automotive coatings and emergency generators. This Alternative would result in a total of 2,716 ADT or a reduction of 364 trips as compared to the proposed project. As shown in Table 7-3, Operational Emissions for the Reduced Project Alternative, net operation emissions for this Alternative would result in 137.15 lbs/day of CO, 14.78 lbs/day of NO_x, 25.17 lbs/day of PM₁₀, 33.68 lbs/day of ROG, and 0.16 lbs/day of SO_x. It should also be noted that the reduction in traffic associated with this Alternative would contribute to a proportional decrease in localized emissions of CO. Operational emissions due to this Alternative would be less than those projected for the proposed project for all pollutants. Similar to the proposed project, long term emissions would be less than significant. Although significant and unavoidable air quality impacts are concluded under this Alternative, the Reduced Project Alternative would be considered environmentally superior to the proposed project, due to the reduced construction activities and vehicle trips.



Table 7-3
Operational Emissions for the Reduced Project Alternative

Emission Source	Emissions (pounds/day) ¹				
	ROG	NO _x	CO	PM ₁₀	SO _x
Existing Emissions					
Area Source Emissions	4.57	0.69	0.38	0.00	0.38
Mobile Source Emissions	1.90	3.05	21.82	4.31	0.02
Total Emissions	6.47	3.74	22.20	4.32	0.02
Reduced Project Alternative Emissions					
Area Source Emissions	20.43	2.43	2.64	0.01	0.00
Mobile Source Emissions	13.25	12.3	134.51	25.16	0.16
Total Emissions	33.68	14.78	137.15	25.17	0.16
Net Increase over Existing Emissions	27.21	11.04	114.95	20.85	0.14
SCAQMD Thresholds	55	55	550	150	150
Thresholds Exceeded?	No	No	No	No	No
ROG = reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter, up to 10 microns.					
1. Refer to the worksheets in Appendix 15.4, Air Quality Data , for detailed assumptions.					

Noise

Similar to the proposed project, due to the proximity of adjacent sensitive receptors to the project site, significant noise impacts would be similar as a result of construction activities.

Implementation of this Alternative would also result in slightly increased noise levels from on-site operations when compared to the existing uses. Noise levels would increase as a result of additional vehicular traffic, additional on-site parking facilities, and the introduction of new uses. Although this Alternative would result in less traffic than the proposed project, noise levels would be similar, as this Alternative results in only 364 fewer daily trips than the proposed project. It should be noted that traffic volumes would need to decrease threefold to result in a readily perceivable (5.0 dBA) decrease in noise. Noise impacts from other operational sources (e.g., mechanical equipment) would be similar to the project and, as with the project, would be less than significant. Noise impacts would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Hazards and Hazardous Materials

Under the Reduced Project Alternative, any undocumented USTs or groundwater contamination and soils impacts potentially associated with the parcels where development of the project would not occur would remain and would not be remediated, as would occur with the proposed project. The potential to create a significant hazard to the public or the environment through the disposal of hazardous materials (i.e. asbestos and lead paint) would be reduced with this Alternative since demolition/construction activities would be reduced when compared to the proposed project. Due to the potential presence of undocumented USTs and contaminated



groundwater, the Reduced Project Alternative would be considered environmentally inferior to the proposed project in this regard.

Cultural Resources

Under the Reduced Project Alternative, demolition of the 40 Atlantic Avenue office building, which has been identified as a historic resource and identified for removal under the Project Description, would not occur. Similar to the proposed project, the potential disturbance or destruction of undocumented archaeological and/or paleontological resources could occur; however, with recommended mitigation measures, impacts would be reduced to a less than significant level. Because the 40 Atlantic Avenue office building would not be demolished, the Reduced Development Alternative would be considered environmentally superior to the proposed project in this regard.

Public Services and Utilities

This Alternative, with 53 fewer residential units and the reduction of approximately 1,560 fewer square feet of retail/gallery uses, would result in a slight reduction in affects to fire and police protection services, schools, libraries and parks and recreational facilities. The net increase of 242 residential units under this Alternative would create a demand for three elementary school, one junior high and one high school seats compared to four elementary, two junior high and two high school seats under the proposed project. This Alternative would create the need for 4.82 acres of additional recreational open space, compared to 5.88 acres associated with the proposed project. Water demand associated with this Alternative would be approximately 78.6 acre-feet per year (AFY), which is 13.54 AFY (15 percent) less than the water demand associated with the proposed project. Wastewater generation associated with this Alternative would be approximately 67,365 gallons per day (gpd), which is 11,601 gpd (15 percent) less than wastewater generation associated with the proposed project. Electricity and gas consumption would be approximately 15 percent less with this Alternative when compared to the proposed project. Solid waste generated under this Alternative would be approximately 1,772 pounds per day, which is 284 pounds per day (14 percent) less than solid waste generation associated with the proposed project. Development of this Alternative would result in similar stormwater and water quality impacts as the proposed project since the amount of impervious surfaces and types of uses would be similar with this Alternative.

As is the case with the proposed project, impacts related to fire and police protection services, school facilities, water supply, wastewater and solid waste generation and stormwater/water quality would be less than significant with implementation of applicable mitigation measures and payment of requisite fees, as appropriate. Impacts related to electricity, natural gas and library facilities would be slightly reduced when compared to the proposed project, and would be less than significant. Although the demand for parks and recreational facilities would be incrementally reduced with the development of fewer residential units, payment of park impact fees would be required under this Alternative and, as with the proposed project, impacts to park and recreation facilities would be less than significant. Since impacts would be slightly reduced, the Reduced Project Alternative would be considered



environmentally superior to the proposed project relative to public services and utilities.

ABILITY TO MEET PROJECT OBJECTIVES

The Reduced Project Alternative would only partially implement the goals and objectives of the proposed project. Under this Alternative, a diversity of residential unit types and retail/gallery uses would be developed within an iconic gateway into the East Village Arts District and downtown. However, development of this Alternative would provide fewer residential units when compared to the proposed project. As such, the Reduced Project Alternative would not accommodate projected growth within Long Beach to the extent of the proposed project. The Reduced Project Alternative would provide landscaped open space, retail frontage and an interior plaza. Similar to the proposed project, low-scaled residential units would provide a transitional edge between the towers and neighboring residential community. Because this Alternative would not involve development adjacent to the existing Artaban building, a landscaped courtyard would not be provided, as with the proposed project. Therefore, while all but one of the project objectives identified Section 3.4, *Project Goals and Objectives*, would be met under the Reduced Project Alternative, none of these goals would be met to the same degree as with the proposed project.

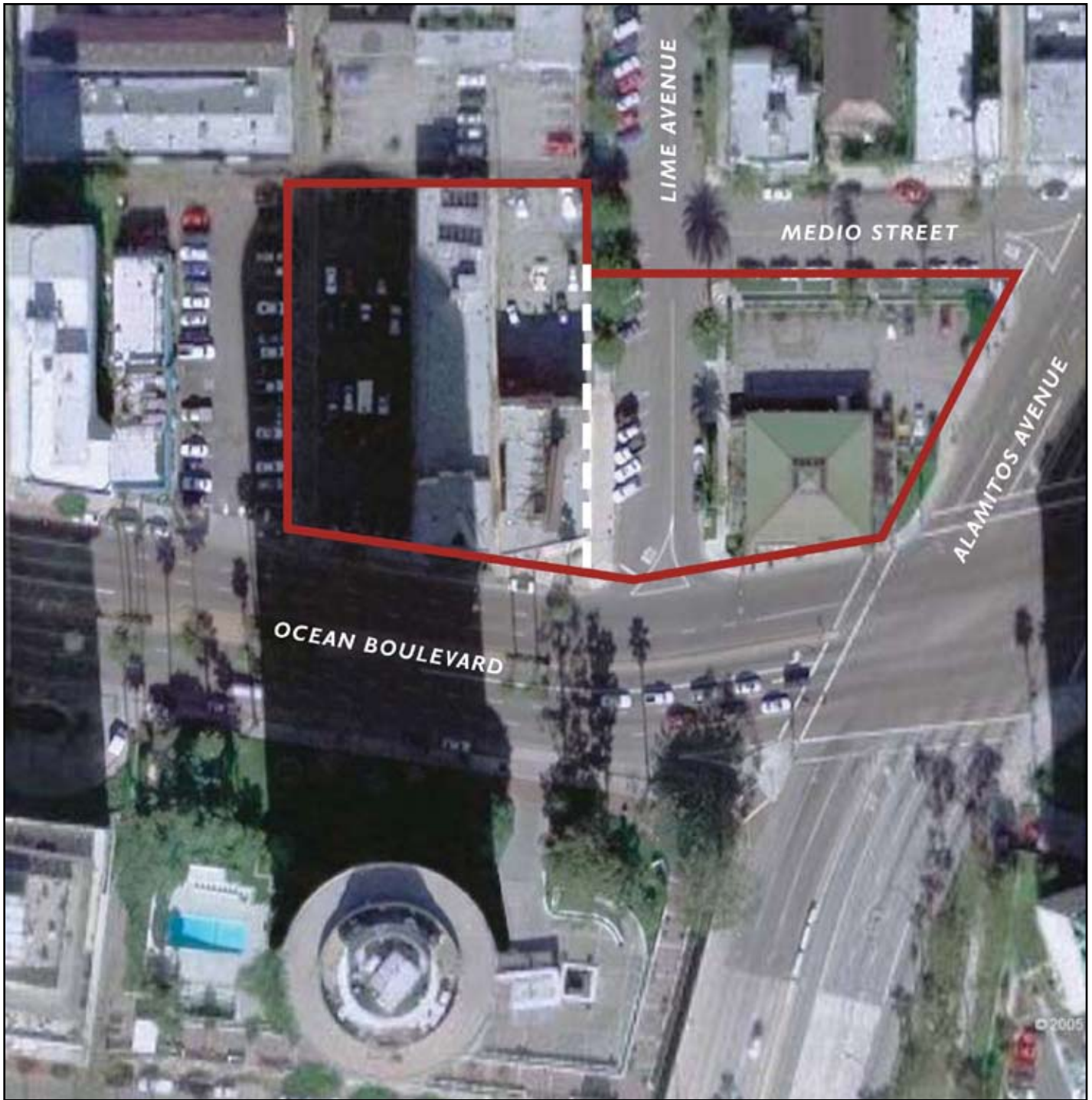
7.3 “HOTEL/OFFICE” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The Hotel/Office Alternative proposes development of the 2.2-acre site with hotel and office uses within two towers; refer to Exhibit 7-2, *Hotel/Office Alternative Aerial Map*. An 18-story hotel tower would be situated at the northwest corner of Ocean Boulevard and Alamitos Avenue. An 11-story office tower would be situated north of Ocean Boulevard, west of Lime Avenue, east of the Artaban building and south of Bronze Way alley. The proposed hotel tower would be situated over a three-story podium and the proposed office tower would be situated over a four-story podium, resulting in a maximum height of 21- and 15-stories, respectively, from grade. The maximum heights of the buildings would be 245 and 200 feet, respectively.

Development of this Alternative would result in a 300-room hotel with 20,000 square feet of banquet facilities and a 200,000 square foot office tower. Approximately 10,000 square feet of retail uses would be situated adjacent to the office tower and within the hotel building.

Vehicle access to the site would occur from Atlantic Avenue, Ocean Boulevard and at the western terminus of Medio Street. This Alternative would involve relocating the existing Bronze Way alley, northward to the edge of the project site. Additionally, Lime Avenue, between Medio Street and Ocean Boulevard, would be vacated to allow for a landscaped courtyard between the proposed hotel and office towers.



Source: Studio One Eleven at Perkowitz + Ruth Architects, February 2006.



Not to Scale

RBF
CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

06/06 • JN 10-104514

SHORELINE GATEWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

Hotel/Office Alternative Aerial Map

Exhibit 7-2



Parking for 960 vehicles would be provided in three subterranean parking levels beneath the entire site area and in a concealed parking structure located within the podium of the office building at grade and three levels above-grade.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

The Hotel/Office Alternative would develop the project site with hotel and office uses in two towers at a slightly reduced height when compared to the proposed project. Hotel and office uses would be consistent with the LUD No. 7 Mixed-Use District, which encourages combinations of land uses including offices and visitor-serving facilities. The Hotel/Office Alternative would be consistent with applicable goals and policies of the *General Plan* and Redevelopment planning documents, similar to the proposed project. In terms of land use and planning impacts, the Hotel/Office Alternative would be considered neither environmentally inferior nor superior to the proposed project.

Aesthetics/Light and Glare

The Hotel/Office Alternative would involve two towers on the same parcels as the proposed project. When compared to the project, the heights of the towers would be reduced; however the mass and location of the office tower would affect existing views of and across the site from uses north and west of the site. In contrast to the project, the office tower would be directly adjacent to the Artaban building and Ocean Boulevard, obstructing views to the east and south. Similar to the proposed project, street level views southward toward Ocean Boulevard, from uses located north of the project site, which currently include views of prominent residential buildings (i.e., Villa Riviera, International Tower and Long Beach Towers) and the skyline would be altered with this Alternative. Additionally, with the Hotel/Office Alternative, views from Ocean Boulevard, Alamitos Avenue and Shoreline Drive would be similar to the proposed project, as development of a 21-story hotel tower would occur at the corner of Ocean Boulevard and Alamitos Avenue.

The Hotel/Office Alternative would introduce new sources of light and glare to the project area, but to a lesser degree than the proposed project. As with the proposed project, potential light and glare impacts would be minimized through the City's discretionary review process, approval of development proposals and compliance with the City's Zoning Regulations.

Although the heights of the buildings would be reduced with the Hotel/Office Alternative, shade and shadow impacts would be similar to the proposed project. Similar to the proposed project, the Hotel/Office Alternative would create shadows on Lime Avenue, Medio Street and Alamitos Avenue during the afternoon (3:00 p.m.) on June 21. However, shadows would not be cast on the apartment building at the northeast corner of the Medio Street/Lime Avenue intersection. As with the proposed project, morning shadows would be present primarily to the northeast of the project site on December 21. During noon, the sun shines above from a southerly direction, casting shadows in a northerly fashion. Impacts to uses to the north would be similar to the proposed project. In the afternoon (i.e., 3:00 p.m.) the



entire area northeast of the Ocean Boulevard/Alamitos Boulevard intersection would be cast over by shadows. During this period, the Hotel/Office Alternative would impact the apartment buildings north of Medio Street, similar to the proposed project. Shadows generated during March 21 and September 21 would be similar and tend to extend to the northwest. Similar to the proposed project, shadows would extend to the apartments north of Medio Street and Malta Way. Due to the scale and orientation of the buildings, the Hotel/Office Alternative would result in significant and unavoidable shade and shadow impacts, similar to the proposed project.

The short-term impacts associated with construction activities would be slightly reduced under this Alternative, as it would result in less intensity of construction activities and associated equipment, and possibly a reduced construction schedule. Architectural design, landscaping, and other visual relief features of the project would still be provided, as required by City standards.

Thus, the Hotel/Office Alternative would not be considered environmentally superior or inferior to the proposed project in this regard.

Traffic and Circulation

The proposed project is projected to generate approximately 3,080 additional trips. Table 7-4, *Hotel/Office Alternative Trip Generation*, summarizes the projected trip generation for the Hotel/Office Alternative. As indicated in Table 7-4, this Alternative is projected to generate a total of approximately 3,874 ADT, or approximately 26 percent more trips when compared to the proposed project.

**Table 7-4
Hotel/Office Alternative Trip Generation**

Land Use	Size	Units	ITE Code	Trips Generated						
				AM Peak Hour Rates			PM Peak Hour Rates			Daily 24-Hour
				Total	In	Out	Total	In	Out	
Office	200,000	SF	710	327	288	39	303	52	251	2,275
Non Auto Trips Reduction ¹				-16	-14	-2	-15	-3	-13	-114
Office Subtotal				311	274	37	288	49	238	2,161
Hotel	300	Rooms	310	160	98	62	177	94	83	2,312
Non Auto Trips Reduction ¹				-8	-5	-3	-9	-5	-4	-116
Hotel Subtotal				152	93	59	168	89	79	2,196
Existing Residential to be Removed	63	DU		-20	-6	-14	-14	-11	-3	-152
Existing Retail to be Removed	20,981	SF		-13	-8	-5	-29	-17	-12	-331
Existing to be Removed Subtotal				-33	-14	-19	-43	-28	-15	-483
ALTERNATIVE TOTAL				430	353	77	413	110	302	3,874
DU = dwelling unit; SF = square feet; ITE 230 = condominiums/townhouse; ITE 820 = shopping center.										
Note:										
¹ Non-Auto Trip Reduction is equivalent to five percent.										
Existing trips based on field survey of the existing parking areas.										
Source: Institute of Transportation Engineers, Trip Generation, 7 th Edition.										



The significant transportation impacts generated by the proposed project would be increased with this Alternative, as five intersections would be significantly impacted, compared to two intersections with the proposed project:

- Alamitos Avenue and 7th Street (AM and PM peak hours);
- Alamitos Avenue and 3rd Street (AM peak hour only);
- Alamitos Avenue and Broadway (AM and PM peak hours);
- Alamitos Avenue/Shoreline Drive and Ocean Boulevard (AM and PM peak hours); and
- Orange Avenue and Ocean Boulevard (AM and PM peak hours).

Although mitigation measures could be implemented to reduce the significant project impact at the Orange Avenue and Ocean Boulevard intersection, the remaining four intersections would remain significant and unavoidable, as no capacity improvements (i.e., lane additions or significant modifications) would be feasible within the existing right-of-way. The Hotel/Office Alternative would be considered environmental inferior to the proposed project in this regard.

Air Quality

The amount of site preparation associated with the Hotel/Office Alternative would be similar to the proposed project and would require a similar amount of site grading and excavation. Although this Alternative would comply with the mandatory requirements of SCAQMD Rule 403 for fugitive dust emissions which includes, but is not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces, as with the project, regional and local construction emissions would be significant.

Air pollutant emissions associated with occupancy and operation of the Hotel/Office Alternative would be generated by both consumption of electricity and natural gas and by the operation of on-road vehicles. Miscellaneous area sources were also considered in the operations analysis, including consumer/commercial solvent usage, landscaping equipment and emergency generators. This Alternative would result in a total of 3,874 average daily trips (ADT), or approximately 26 percent more trips when compared to the proposed project. As shown in Table 7-5, *Operational Emissions for the Hotel/Office Alternative*, net operation emissions for this Alternative would result in 202.16 lbs/day of CO, 23.38 lbs/day of NO_x, 37.36 lbs/day of PM₁₀, 24.81 lbs/day of ROG, and 0.24 lbs/day of SO_x. It should also be noted that the increase in traffic associated with this Alternative would contribute to a proportional increase in localized emissions of CO. Operational emissions with this Alternative would be greater than those projected for the proposed project for all pollutants, with the exception of ROG. Similar to the proposed project, long term emissions would be less than significant. Overall, the Hotel/Office Alternative would be considered environmentally inferior to the proposed project due to increased construction activities and greater operational emissions.



**Table 7-5
Operational Emissions for the Hotel/Office Alternative**

Emission Source	Emissions (pounds/day) ¹				
	ROG	NO _x	CO	PM ₁₀	SO _x
Existing Emissions					
Area Source Emissions	4.57	0.69	0.38	0.00	0.38
Mobile Source Emissions	1.90	3.05	21.82	4.31	0.02
Total Emissions	6.47	3.74	22.20	4.32	0.02
Hotel/Office Alternative Emissions					
Area Source Emissions	5.53	5.19	5.91	0.01	0.00
Mobile Source Emissions	19.28	18.19	196.25	37.34	0.24
Total Emissions	24.81	23.38	202.16	37.36	0.24
Net Increase over Existing Emissions	18.34	19.64	179.96	33.04	0.22
SCAQMD Thresholds	55	55	550	150	150
Thresholds Exceeded?	No	No	No	No	No
ROG = reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter, up to 10 microns.					
1. Refer to the worksheets in Appendix 15.4, Air Quality Data , for detailed assumptions.					

Noise

Similar to the proposed project, due to the proximity of adjacent sensitive receptors to the project site, significant noise impacts would be similar as a result of construction activities with this Alternative.

Implementation of this Alternative would result in slightly increased noise levels from on-site operations when compared to the existing uses. Noise levels would increase as a result of additional vehicular traffic, additional on-site parking facilities and the introduction of new uses. Although this Alternative would result in increased traffic when compared to the proposed project, noise levels would be similar, as this Alternative would result in 794 more daily trips than the proposed project. It should be noted that traffic volumes would need to increase threefold to result in a readily perceivable (5.0 dBA) increase in noise. Noise impacts from other operational sources (e.g., mechanical equipment) would likely be similar to the project and, as with the project, would be less than significant. In terms of noise impacts, the Hotel/Office Alternative would be considered neither environmentally inferior nor superior to the proposed project.

Hazards and Hazardous Materials

Under the Hotel/Office Alternative, any undocumented USTs or groundwater contamination and soils impacts would be identified and remediated, as would occur with the proposed project. The potential to create a significant hazard to the public or the environment through the disposal of hazardous materials (i.e. asbestos and lead paint) would be the same with this Alternative since demolition/construction activities would occur on the same parcels as the proposed project. The Hotel/Office



Alternative would be considered neither environmentally inferior nor superior to the proposed project in this regard.

Cultural Resources

Similar to the proposed project, demolition of the 40 Atlantic Avenue office building would occur under the Hotel/Office Alternative. The potential disturbance or destruction of undocumented archaeological and/or paleontological resources would also occur. Thus, the Hotel/Office Alternative would be considered neither environmentally inferior nor superior to the proposed project in this regard.

Public Services and Utilities

This Alternative would result in the development of hotel and office uses. Although residential uses would not be developed, it is anticipated that fire and police protection services would be similar when compared to the proposed project due to the location, intensity and type of development. Increased demand to school and library facilities would not occur with this Alternative, as residential units would not be developed. When compared to the proposed project, increased demand on parks and recreational facilities would be reduced, as guest amenities would be provided within the hotel and residential units would not be developed. Water demand associated with this Alternative would be approximately 54.1 acre-feet per year (AFY), which is 38.08 AFY (41 percent) less than the water demand associated with the proposed project. Wastewater generation associated with this Alternative would be approximately 55,000 gallons per day (gpd), which is 23,966 gpd (30 percent) less than wastewater generation associated with the proposed project. Electricity and gas consumption would be approximately 12 percent less with this Alternative when compared to the proposed project. Solid waste generated under this Alternative would be approximately 2,900 pounds per day, which is 844 pounds per day (41 percent) greater than solid waste generation associated with the proposed project. Development of this Alternative would result in similar stormwater and water quality impacts as the proposed project since the amount of impervious surfaces and types of uses would be similar with this Alternative.

As is the case with the proposed project, impacts related to fire and police protection services, water supply, wastewater and solid waste generation and stormwater/water quality would be less than significant with implementation of applicable mitigation measures and payment of requisite fees, as appropriate. Impacts related to school and library facilities, electricity and natural gas would be reduced when compared to the proposed project, and would be less than significant. The demand for parks and recreational facilities would be less than significant with this Alternative, as development of residential units would not occur. Thus, because impacts would be reduced, the Hotel/Office Alternative would be considered environmentally superior to the proposed project relative to public services and utilities.

ABILITY TO MEET PROJECT OBJECTIVES

The Hotel/Office Alternative would not implement all of the objectives of the proposed project. The Alternative would provide an iconic gateway tower to the East Village Arts District and downtown and a public paseo between the two towers.



However, the Hotel/Office Alternative would not provide residential uses to the area or a low-scaled transitional edge between the towers and neighboring residential community, when compared to the proposed project. As such, the Hotel/Office Alternative would not accommodate projected growth within Long Beach to the extent of the proposed project. Additionally, views of the neighboring Artaban building would not be protected and a landscaped courtyard would not be provided. The Hotel/Ocean Alternative would not meet the objectives identified in Section 3.4, Project Goals and Objectives.

7.4 “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

The determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. In consideration of these factors, the No Project/No Development Alternative (Existing Conditions) would be the Environmentally Superior Alternative to the proposed project.

CEQA Guidelines Section 15126.6 indicates that, if the “No Project” Alternative is the “Environmentally Superior” Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Among the other Alternatives assessed in this EIR, the Reduced Project Alternative would result in reduced development and reduced environmental impacts. The Reduced Alternative would result in retaining the 40 Atlantic Avenue office building on-site and would result in a less than significant impact for cultural resources. Although impacts for Aesthetics/Light and Glare, Traffic and Circulation, Air Quality and Noise would also be significant and unavoidable, the impacts would incrementally be reduced based upon the reduction in development characteristics (i.e., acreage, number of buildings and heights, residential dwelling units, retail/gallery square footage and parking spaces). Impacts to cultural resources when compared to the proposed project, the Reduced Project Alternative would be environmentally superior and would fulfill the majority of the project objectives.

**Table 7-6
Comparison of Alternatives**

Sections	No Project/No Development	Reduced Project	Hotel/Office
Land Use and Relevant Planning	▲	=	=
Aesthetics/Light and Glare	▼	=	=
Traffic and Circulation	▼	▼	▲
Air Quality	▼	▼	▲
Noise	▼	=	=
Hazards and Hazardous Materials	▲	▲	=
Cultural Resources	▼	▼	=
Public Services and Utilities	▼	▼	▼
▲ Indicates an impact that is greater than the proposed projects (environmentally inferior). ▼ Indicates an impact that is less than the proposed projects (environmentally superior). = Indicates an impact that is equal to the proposed projects (neither environmentally superior or inferior).			



7.5 ALTERNATIVES CONSIDERED BUT REJECTED FOR FURTHER ANALYSIS

An Alternative to the proposed project which was considered but rejected, involved development of the project on an alternative site within the downtown. It was concluded that no other sites were available within the downtown that would accommodate the proposed project. In part, the Shoreline Gateway Project is proposed to assist with the Long Beach Redevelopment Agency's ongoing effort to achieve the goals and objectives established by the *Downtown Long Beach Strategic Action Plan*, *Strategy for Development Greater Downtown Long Beach* and the *East Village Arts District Guide for Development*, which seek to intensify development along Ocean Boulevard, including the project site. The strategic plans identify the project site as a gateway to downtown and the East Village Arts District, providing opportunities to establish uses in proximity to existing employment, transit and other retail opportunities, which would encourage activity in the downtown area into the evenings. The project proposes to intensify development of the site with high-rise residential and retail/gallery uses, providing a gateway tower to the East Village Arts District and downtown. Proposed gallery space would extend art related uses within the East Village Arts District to Ocean Boulevard. Development of an alternative site outside of downtown is not currently under consideration as the sites would not meet the goals and objectives of the Redevelopment Agency, and therefore, would not meet the goals and objectives of the project.

8.0 Inventory of Mitigation Measures



8.0 INVENTORY OF MITIGATION MEASURES

LAND USE AND RELEVANT PLANNING

Consistency With City of Long Beach General Plan

No mitigation measures are required.

City of Long Beach Zoning Regulations

Refer to Mitigation Measure TR-7. No additional mitigation measures are recommended.

City of Long Beach Redevelopment Planning Documents

No mitigation measures are required.

Cumulative Impacts

No mitigation measures are required.

AESTHETICS/LIGHT AND GLARE

Short-Term Construction Aesthetic Impacts

- AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.
- AES-2 All construction-related lighting shall include shielding in order to direct lighting down and away from adjacent residential areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.

Long-Term Aesthetic Impacts

No mitigation measures are necessary since the project would not degrade the visual character of the project site and surrounding area.

Long-Term Light and Glare

- AES-3 Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Redevelopment Agency and the Planning and Building Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct



rays from the lights on-site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security.

- AES-4 Prior to the issuance of any building permits, the applicant shall submit plans and specifications for all building materials to the Redevelopment Agency and the Planning and Building Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. The use of glass with over 25 percent reflectivity shall be prohibited in the exterior of all buildings on the project site.
- AES-5 Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning and Building Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.

Shade and Shadow

No mitigation measures have been identified that could feasibly reduce the significant shade and shadow impacts referenced to a less than significant level.

Cumulative Impacts

Refer to Mitigation Measures AES-1, AES-2, AES-3, AES-4 and AES-5.

TRAFFIC AND CIRCULATION

Project Impacts

- TR-1 The project applicant shall provide, to the satisfaction of the City of Long Beach Traffic Engineer, a rooftop pan/tilt/zoom camera(s) and communications with power and control capability to the City of Long Beach Department of Public Works in order to monitor real-time traffic operations along the Alamitos Avenue, Shoreline Drive, and Ocean Boulevard corridors. The camera shall be located on top of the building tower located closest to the Alamitos/Shoreline/Ocean intersection.
- TR-2 Lime Avenue and 7th Street. While the project would not produce a significant impact at this intersection based on the significance criteria, it would experience an increase in delay with the full development of all cumulative projects referenced in the analysis. To improve traffic



operations and safety at this intersection, the project applicant shall be responsible for the installation of a traffic signal.

- TR-3 Lime Avenue and 3rd Street. While the project would not produce a significant impact at this intersection based on the significance criteria, it would experience an increase in delay with the full development of all cumulative projects referenced in the analysis. In order to improve traffic operations and safety at this intersection, the project applicant shall be responsible for the installation of a traffic signal.
- TR-4 Atlantic Avenue and Ocean Boulevard. In order to reduce the possibility of eastbound left-turning vehicles queuing into the adjacent through lane, the project applicant shall modernize the traffic signal to current safety standards and provide left-turn phasing at the intersection.
- TR-5 Prior to site plan approval, a shared parking analysis shall be completed and approved by the City for the proposed project. If the shared parking analysis determines that the proposed parking supply would be sufficient to merit anticipated project demand, approval of a Standards Variance for parking shall be requested by the applicant. If the shared parking analysis determines the proposed parking would be insufficient to meet project demand, the project shall meet the parking requirements established by the City's Zoning Regulations.

Cumulative Impacts

Refer to mitigation measures TR-1 through TR-4. No additional mitigation measures are recommended.

AIR QUALITY

Short-Term (Construction) Air Emissions

- AQ-1 Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the SCAQMD Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:
- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
 - On-site vehicles' speed shall be limited to 15 miles per hour (mph);
 - All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized;



- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;
- If dust is visibly generated that travels beyond the site boundaries, clearing, grading, earth moving or excavation activities that are generating dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour) or during Stage 1 or Stage 2 episodes; and
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

AQ-2 Prior to approval of the project plans and specifications, the Public Works Director, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Resident Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.

AQ-3 Prior to issuance of grading permits or approval of grading plans, the City shall include in the construction contract standard specifications, a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment for approval by the Public Works Director. Measures shall include provisions for proper maintenance of equipment engines, measures to avoid equipment idling more than two minutes and avoidance of unnecessary delay of traffic on off-site access roads by heavy equipment blocking traffic.

AQ-4 In compliance with SCAQMD Rule 1113, ROG emissions from architectural coatings shall be reduced by using precoated/ natural-colored building materials, water-based or low-ROG coating and using coating transfer or spray equipment with high transfer efficiency.

AQ-5 Prior to the issuance of grading permits, the contractor shall include the following measures on construction plans, to the satisfaction of the Public Works Director, or his designee:

- The General Contractor shall organize construction activities so as not to interfere significantly with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways;
- The General Contractor shall utilize electric- or diesel-powered stationary equipment in lieu of gasoline powered engines where feasible; and



- The General Contractor shall state in construction grading plans that work crews would shut off equipment when not in use.

Long-Term (Operational) Air Emissions

- AQ-6 The project Applicant shall comply with SCAQMD Regulations and apply for a *Special Application for Temporary Emergency Authorization To Operate Electric Backup Generator(s) During Involuntary Power Service Interruptions Permit* prior to installation and operation of the proposed emergency back up generators.
- AQ-7 Prior to the issuance of building permits, the Applicant shall demonstrate to the City of Long Beach Planning and Building Department that all residential and non-residential buildings meets the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.
- AQ-8 Prior to the issuance of building permits, the Applicant shall demonstrate to the City of Long Beach Planning and Building Department that all fixtures used for lighting of exterior common areas are regulated by automatic devices to turn off lights when they are not needed.

Consistency With Regional Plans

No mitigation measures are required.

Cumulative Impacts

Refer to Mitigation Measures AQ-1 through AQ-8. No additional mitigation measures are recommended.

NOISE

Short-Term Construction Noise Impacts

- N-1 Prior to Grading Permit issuance, the project shall demonstrate, to the satisfaction of the City of Long Beach Planning and Building Department, that the project complies with the following:
- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
 - Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;



- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and
- Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action and report the action taken to the reporting party.

Long-Term (Mobile) Noise Impacts

No Mitigation Measures are recommended.

On-Site Long-Term (Mobile) Noise Impacts

No Mitigation Measures are recommended.

Long-Term (Stationary) Noise Impacts

- N-2 The proposed project shall be required to adhere to Chapter 8.80.200 of the *Municipal Code*, which prohibits loading dock activities and the use of refuse disposal areas between the hours of 10:00 PM and 7:00 AM.

Cumulative Impacts

No Mitigation Measures are recommended.

HAZARDS AND HAZARDOUS MATERIALS

Hazardous Materials – Historic and Existing Uses

- HAZ-1 The interior of individual on-site structures shall be visually inspected prior to any demolition or construction activities. Should hazardous materials be encountered within the project site, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling shall indicate the appropriate level of remediation efforts that may be required.
- HAZ-2 Prior to construction activities, the presence or absence of the reported historic on-site underground storage tanks (USTs) shall be verified. If on-site, the USTs shall be removed and properly disposed of at an approved



landfill facility. Once the tanks are removed, a visual inspection of the areas beneath and around the removed USTs shall be performed. Any stained soils observed underneath the USTs shall be sampled. Results of the sampling (if necessary) would indicate the level of remediation efforts that may be required.

- HAZ-3 Prior to construction activities, a qualified hazardous materials consultant with Phase II and Phase III experience shall review files for the adjacent service station property across the street, which has reported subsurface releases. The file review shall delineate the vertical and lateral extent of contamination relevant to the project site.
- HAZ-4 If unknown wastes or suspect materials are discovered during construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor shall:
- Immediately stop work in the vicinity of the suspected contaminant and remove workers and the public from the area;
 - Notify the Project Engineer of the implementing Agency;
 - Secure the areas as directed by the Project Engineer; and
 - Notify the implementing agency's Hazardous Waste/Materials Coordinator.
- HAZ-5 Prior to demolition work, an asbestos survey shall be conducted to determine the presence or absence of asbestos. The results of the survey shall be submitted to the City of Long Beach.
- HAZ-6 If ACBMs are located, abatement of asbestos shall be completed prior to any demolition activities that would disturb ACBMs or create an airborne asbestos hazard. Any demolition of the existing buildings shall comply with State law, which requires a certified contractor, where there is asbestos-related work involving 100 square feet or more of ACBMs, and that certain procedures regarding the removal of asbestos be followed.
- HAZ-7 If during demolition of the structures, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of Substances Control, if paint is not removed from the building material during demolition (and is not chipping or peeling), the material could be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine any specific requirements they may have regarding the disposal of lead-based paint materials.

Hazardous Materials – Proposed Uses

No mitigation measures are recommended.



Cumulative Impacts

No mitigation measures are recommended.

CULTURAL RESOURCES

Historical Resources

- CUL-1 Prior Demolition and Grading Permit Issuance, a comprehensive documentation program, including photographic recordation, detailed written description, scaled mapping and compilation of historical background pursuant to the Secretary of Interiors Standards for historical documentation shall be completed for 40 Atlantic Avenue.
- CUL-2 A commemorative plaque commemorating the association of Kenneth S. Wing, Sr. to the 40 Atlantic Avenue shall be established at or near the site of the existing building.
- CUL-3 The two early 20th century Corsican-style street light standards within the project boundary shall be protected during construction and reused after rehabilitation, either at or near the current locations, or at appropriate sites nearby.

Cumulative Impacts

No mitigation measures are recommended.

PUBLIC SERVICES AND UTILITIES

Fire Protection

- PSU-1 Prior to the issuance of building permits, the developer shall provide verification that the project complies with all Fire Prevention Bureau provisions required by the LBFD.
- PSU-2 Prior to the commencement of construction activities, the applicant shall make a fair share contribution to the cost of obtaining a one-half full time equivalent (FTE) Fire Inspector for a 24-month time frame, or until completion of the proposed project.
- PSU-3 Prior to the issuance of building permits, the developer shall provide verification that the proposed project would meet all fire flow requirements determined by the LBFD.

Police Protection

- PSU-4 Prior to issuance of building permits, the project developer shall incorporate the LBPD's required public safety and crime prevention measures, subject to the approval and verification of the Planning and Building Department.



Schools

- PSU-5 Prior to certificates of occupancy, the project applicant shall pay the required mitigation fees in place at time of payment to the LBUSD. Proof of payment shall be provided to the City of Long Beach.

Libraries

No mitigation measures are required.

Parks and Recreation

- PSU-6 Prior to certificates of occupancy, the project applicant shall pay the required park impact fees in place at time of payment to the City of Long Beach.

Water

- PSU-7 Prior to the issuance of building permits, the applicant shall pay the fees required to relocate the existing water line in Broadway Court between Bronze Way and Ocean Boulevard and to relocate the existing water line in Bronze Way north of its present location.
- PSU-8 Prior to the issuance of building permits, the applicant shall submit engineering studies to the LBWD verifying that adequate capacity exists to convey additional flow to the proposed project. If additional improvements are required, the applicant shall pay the necessary fees required for the water system improvements.

Wastewater (Sewer)

- PSU-9 Prior to the issuance of building permits, the developer shall pay the fees required to construct a new sewer manhole on a portion of the remaining Broadway Court sewer line.
- PSU-10 Prior to issuance of building permits, the project applicant shall provide evidence that the County Sanitation Districts of Los Angeles County has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from the buildings for which building permits are being requested.
- PSU-11 Prior to the issuance of building permits, the project applicant shall provide engineering studies to the LBWD verifying that the sewer system has adequate capacity to serve the project. If additional improvements are required, the applicant shall pay the necessary fees required for the sewer system improvements.

Electricity

No mitigation measures are required.



Natural Gas

No mitigation measures are required.

Solid Waste

- PSU-12 The project applicant shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City of Long Beach. Prior to issuance of building permits, a source reduction program shall be prepared and submitted to the Environmental Services Bureau for each structure constructed on the subject property to achieve a minimum 50 percent reduction in waste disposal rates.
- PSU-13 The applicant shall comply with all applicable City, County and State regulations and procedures for the use, collection and disposal of solid and hazardous wastes.

Stormwater/Water Quality

- PSU-14 A Storm Water Pollution Prevention Plan (SWPPP) shall be completed for the construction activities on-site and submitted to the Department of Public Works, Engineering Bureau for review and approval. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.

Cumulative Impacts

No mitigation measures are recommended.

9.0 Level of Significance After Mitigation



9.0 LEVEL OF SIGNIFICANCE AFTER MITIGATION

LAND USE AND RELEVANT PLANNING

The proposed project would not conflict with the goals and policies of the *City of Long Beach General Plan*, Long Beach Redevelopment planning documents and relevant standards of the City's Zoning Regulations. The project would be required to comply with all parking requirements of the Zoning Regulations unless the shared parking analysis concludes the proposed parking supply would adequately accommodate project demand and a Standards Variance for relief from the parking requirement is approved by the City. As such, impacts related to the proposed project's consistency with applicable plans, policies and regulations would be less than significant. No significant unavoidable impacts would occur.

AESTHETICS/LIGHT AND GLARE

Implementation of the proposed project would transform the visual character of the site by intensifying the density of the land uses on-site, as well as establishing a Gateway entry into the downtown area. The proposed project would be consistent with the historically acceptable forms of high-rise urban development occurring within downtown Long Beach. However, the increase in building massing and scale would result in enlarged shade/shadow impacts to residential uses located north of Bronce Way alley and Medio Street and east of Alamitos Avenue, to hotel uses north of the project site and to adjacent roadways (i.e., Lime Avenue, Medio Street, Bronce Way Alley, Atlantic Avenue and Alamitos Avenue), thus creating a significant and unavoidable impact.

If the City of Long Beach approves the Shoreline Gateway Project, the City shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.

TRAFFIC AND CIRCULATION

Implementation of the proposed Shoreline Gateway project, along with other cumulative projects, would result in significant and unavoidable impacts to the Alamitos Avenue/7th Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard intersections, based on the City's performance criteria. Additionally, Alamitos Avenue/7th Street and Alamitos Avenue/Shoreline Drive and Ocean Boulevard are CMP study intersections and would result in significant and unavoidable impacts, based on CMP performance criteria. All other traffic impacts can be mitigated to less than significant levels.

If the City of Long Beach approves the Shoreline Gateway Project, the City shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.



AIR QUALITY

Despite compliance with mitigation measures, NO_x emissions during construction would remain above SCAQMD thresholds. Cumulative construction impacts related to regional emissions would be significant and unavoidable, as well as cumulative regional operational impacts.

If the City of Long Beach approves the Shoreline Gateway Project, the City shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a Statement of Overriding Considerations in accordance with Section 15093 of the *CEQA Guidelines*.

NOISE

Despite compliance with mitigation measures, the proposed project would result in significant and unavoidable impacts regarding exposure to construction noise, due to the proximity of sensitive receptors to the project site. Construction activity could exceed the City's noise standards of 60 dBA at any period of time. Additionally, due to forecast traffic levels, on-site noise at the outdoor balconies would exceed the allowable limits established by the City and would result in a significant impact.

If the City Long Beach approves the project, the City shall be required to cite their findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations in accordance with Section 15093 of CEQA.

HAZARDS AND HAZARDOUS MATERIALS

With implementation of project-specific mitigation measures, as discussed above, impacts resulting from the proposed project would be reduced to a less than significant level. No significant unavoidable impacts would result from project implementation.

CULTURAL RESOURCES

Despite recommended mitigation measures, the demolition of the 40 Atlantic Avenue building on the project site has been concluded to be significant and unavoidable.

If the City of Long Beach approves the Shoreline Gateway Project, the City shall be required to adopt findings in accordance with Section 15091 of the *CEQA Guidelines* and prepare a statement of overriding considerations in accordance with Section 15093 of the *CEQA Guidelines*.

PUBLIC SERVICES AND UTILITIES

Implementation of the proposed Shoreline Gateway Project would not result in significant unavoidable impacts to public services and utilities for project buildout and cumulative conditions.

10.0 Effects Found Not To Be Significant



10.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

The City of Long Beach conducted an *Initial Study* in December to determine significant effects of the project. In the course of this evaluation, certain impacts of the project were found to be less than significant because a project of this scope could not create such impacts or the project has no characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. In accordance with *CEQA Guidelines* Section 15128, the following section provides a brief description of potential impacts found to be less than significant. A copy of the *Initial Study* is found in Appendix 15.1, *Initial Study and Notice of Preparation*.

AESTHETICS. *Would the proposal:*

- a) *Have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. Scenic resources in along Ocean Boulevard include the ocean, port facilities and oil islands visible. Views from the project site include the Harbor and Queen Mary. There are no designated scenic vistas located within or adjacent to the project site. Project implementation would be subject to the PD-30 zoning regulations including setbacks, height requirements and building design, resulting in less than significant impacts.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Less Than Significant Impact. According to the *General Plan*, no officially designated State scenic routes or highways occur near the project site. The proposed project site is located adjacent to Ocean Boulevard, which is designated as a recreational, historical-cultural and bicycle scenic route in the Scenic Routes Element of the *General Plan*. The project proposes a mixed-use development with residential, ground floor retail, art gallery, and civic space uses. As stated, project implementation would be subject to the PD-30 zoning regulations including setbacks, height requirements and building design, resulting in less than significant impacts.

AGRICULTURE RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:*

- a) *Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*



No Impact. The project site is urbanized and is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Project implementation would not result in the conversion of farmland to non-agricultural use.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. Implementation of the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The project site is zoned Downtown Planned Development (PD-30) allowing for a mix of residential and commercial uses.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

No Impact. The proposed project does not involve changes in the existing environment that could result in conversion of Farmland to non-agricultural uses. The project site is urbanized and there are no farmland uses that are occurring on-site or in the immediate vicinity.

BIOLOGICAL RESOURCES. Would the project:

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The project site is predominately urbanized and built-out. Landscaping within the area consists of both native and non-native vegetation and no species that are candidate, sensitive or special status species are known to exist in the local vicinity due to the urbanized conditions. The proposed project would not result in significant adverse impacts to Federal or State listed or other designated species.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. As previously stated, the project site is predominately urbanized and built-out. No riparian habitat or sensitive natural communities exist on-site. According to the Conservation Element of the *General Plan*, riparian habitat within the City is limited along streams and flood channels, where disturbance is minimal. No impacts are anticipated in this regard.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, costal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. No federally protected wetlands occur on-site. Therefore, implementation of the proposed project would not result in any impacts in this regard.



- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?*

No Impact. No migratory wildlife corridors or native wildlife nurseries exist in the project area. Therefore, implementation of the proposed project would not result in any impacts in this regard.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.*

No Impact. The project site is comprised of both native and non-native vegetation and does not include protected habitat. Implementation of the proposed project would not conflict with any local policies or ordinances that protect biological resources. No impacts would occur in this regard.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The project site does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other habitat conservation plan. Therefore, the project would not result in impacts in this regard.

CULTURAL RESOURCES. *Would the project:*

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?*

Less Than Significant Impact. The project site is predominately urbanized with land area having been previously disturbed. As part of the *Historic-Period Building Survey* (refer to Section 5.7, Cultural Resources) a records search was conducted by the South Central Coastal Information Center (SCCIC) at the California State University in Fullerton. The records search included an examination of maps and records on file for previously identified archaeological resources in or near the project area and existing cultural resources reports pertaining to the vicinity. SCCIC records indicate a number of area-specific cultural resources studies covering various tracts of land. As a result of these previous studies and a 1988 survey conducted in the downtown area, several previously recorded historical/archaeological sites were identified within the scope of the records search. All of these sites dated to the historic period, and included one archaeological site consisting of a trash scatter. However, none of the archaeological sites are located within the project site.

No archaeological or paleontological resources are known to occur on-site and, due to the level of past disturbance, it is not anticipated that archaeological or paleontological resource sites exist within the project area. Should evidence of archaeological or paleontological resources occur during grading and construction, operations would be required to cease and a qualified archaeologist would be contacted to determine the appropriate course of action.



- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact. Refer to Response (b), above.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. No known human remains occur on-site and due to the level of past disturbance, it is not anticipated that human remains exist within the project site. In the event human remains are encountered during earth removal or disturbance activities, all activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted. The Coroner would be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission would be contacted pursuant to Public Resources Code Section 5097.98.

GEOLOGY AND SOILS. Would the project:

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- 1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. No active faults are known to traverse the project site and the project site is not located within, or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone. Therefore, rupture of a known earthquake fault would not occur within the project area. Adherence to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the *Uniform Building Code (UBC)* is required.

- 2) *Strong seismic ground shaking?*

Less Than Significant Impact. No known faults exist within the project area. However, active faults within the City of Long Beach occur along the Newport-Inglewood Fault Zone. The Newport-Inglewood Fault Zone is a fault system consisting of a series of echelon fault segments and folds. Active or potentially active faults of the Newport-Inglewood Fault Zone include the Cherry Hill Fault, the Northeast Flank Fault and the Reservoir Hill Fault. Additionally, the Palos Verdes Fault, located approximately 4.5 miles southwest and offshore of the City, is considered an active fault. The project site would experience ground shaking from earthquakes generated along active faults located off-site. The intensity of ground shaking would depend upon the magnitude of the earthquake, distance to the epicenter and the geology of the area between the epicenter and the project site.



Adherence to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the UBC would reduce the significance of potential impacts.

3) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. The project site is located within the area of the City identified in the Seismic Safety Element of the *General Plan* as having minimal potential for liquefaction. However, the project would be required to submit a soils report to the City addressing seismic hazards, including liquefaction and/or landslides for review and approval by the City. Adherence to the findings of the project soils report, including design recommendations, would reduce impacts to a less than significant level.

4) *Landslides?*

No Impact. The project site is characterized by relatively flat topography. Project implementation is not anticipated to expose people or structures to landslides. As stated, the project would be required to submit a soils report to the City addressing seismic hazards, including liquefaction and/or landslides for review and approval by the City. Adherence to the findings of the project soils report, including design recommendations, would reduce impacts to a less than significant level.

b) *Result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. Grading and trenching for construction may expose soils to short-term wind and water erosion. Implementation of erosion control measures as stated in Chapter 18.95 of the *Municipal Code* and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce potential impacts to less than significant levels.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. The project site has not been identified as a geologic unit that is unstable, and based upon available references, would not become unstable as a result of project implementation. Development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes, reducing impacts to a less than significant level.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less Than Significant Impact. The project site is not located on expansive soil. The *General Plan* identifies the project area as consisting of predominately granular non-marine terrace deposits overlying Pleistocene granular marine sediments at shallow depths. This deep marine section is composed of interbedded units of sandstone, siltstone and shale. The near surface soils on the terrace consist



predominately of cohesionless soils such as sand, silty sand and sandy silt that are generally medium to very dense. Cohesive soils such as clayey silt and silty clay, although less dominant are also present as layers in these surficial deposits. The consistency of these units is described as ranging from stiff to hard. Development would be subject to site-specific geotechnical analysis and would be designed in compliance with applicable building codes, reducing impacts to a less than significant level.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. It would not be necessary to install septic tanks or alternative wastewater disposal systems. No impact would occur in this regard.

HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact. As determined in the Initial Study, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Additional analysis is provided in Section 5.6, Hazards and Hazardous Materials.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The project site is not located within one-quarter mile of any existing or proposed schools. No impacts would occur in this regard.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The project site is not located within an airport land use plan or within two miles of an airport. The nearest airport is Long Beach Airport, approximately four miles northeast of the project site. No impacts would occur in this regard.



- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. Refer to Response (e), above.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The project proposes vacating Lime Avenue between Medio Street and Ocean Boulevard and relocating the existing Bronce Way alley northward to the edge of the project site. However, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. According to the Public Safety Element of the *General Plan*, emergency response and evacuation procedures would be coordinated through the City in coordination with the police and fire departments, resulting in less than significant impacts; refer also to Section 5.8, *Public Services and Utilities*.

- h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The project site and surrounding areas are predominately built-out and no wildlands occur within or adjacent to the project site. Future development, as a result of project implementation, would introduce additional ornamental landscaping, which is not anticipated to create hazardous fire conditions. No impacts would occur in this regard.

HYDROLOGY AND WATER QUALITY. *Would the Project:*

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less Than Significant Impact. The project site is urbanized and adjacent areas are predominately built-out. Implementation of the project would not cause a significant increase of impervious surfaces and therefore would not substantially deplete groundwater supplies or interfere with groundwater recharge. The project is consistent with current conditions in the area. Impacts would be less than significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. As previously stated, the project site is currently developed and adjacent areas are predominately built-out. The project area does not contain any streams or rivers. The amount of impervious surfaces would not be significantly altered as a result of project implementation. Additionally, project



implementation would not significantly alter the existing drainage pattern of the area resulting in substantial erosion or siltation on-site or in the project vicinity. The project would be required to submit hydrology and hydraulic calculations showing the drainage pattern and slopes for review by the City. Less than significant impacts would occur in this regard.

- d) *Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less Than Significant Impact. Refer to Response (c), above.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

Less Than Significant Impact. According to the Flood Insurance Rate Map (FIRM), Community Panel Number 060136 0020 C, July 6, 1998, published by the Federal Emergency Management Agency (FEMA), the project is located within *Other Areas Zone X*. *Other Areas Zone X* is defined as "Areas determined to be outside 500-year flood-plain." Thus, significant impacts are not anticipated in this regard.

- h) *Place within a 100-year flow hazard area structures which would impede or redirect flood flows.*

Less Than Significant Impact. Refer to Response (g), above.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Less Than Significant Impact. Refer to Response (g), above.

- j) *Inundation by seiche, tsunami or mudflow?*

Less Than Significant Impact. According to Plate 11 of the Seismic Safety Element of the *General Plan*, Tsunami and Seiche Influence Areas, the project is not located within an area of the City susceptible to tsunami and seiche. Table 4, of the Seismic Safety Element of the *General Plan*, Seismic Hazard Evaluation By Seismic Response Area, identifies the project as being located in an area with remote potential for tsunami and seiche hazards. Thus, less than significant impacts are anticipated in this regard.

LAND USE AND PLANNING. *Would the project:*

- a) *Physically divide an established community?*

Less Than Significant Impact. According to the General Plan, the project site is located within designated Land Use District (LUD) No. 7, Mixed Use District. LUD



No. 7 is intended for use in large, vital activity centers. Land uses intended for the district include employment centers, such as retail, offices and medical facilities; higher density residences; visitor-serving facilities; personal and profession services; or recreational facilities. The project site serves as an entrance to the East Village Arts District and the eastern edge of downtown Long Beach. As a result, the project proposes the removal of residential, retail, restaurant, office and parking uses to allow for a mixed-use development with high-rise residential and ground floor retail, art gallery, café and civic space uses, serving as an extension of downtown Long Beach and the East Village Arts District. Development of the site as proposed, would provide higher density residential uses in proximity to existing retail, office, entertainment and transit uses and would not divide an established community. Thus, significant impacts are not anticipated in this regard.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. As previously stated, the project does not conflict with habitat conservation plans or natural community conservation plans.

MINERAL RESOURCES. Would the project:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. Oil is the primary mineral resource within the City of Long Beach. The project site is not currently utilized for oil extraction and oil extraction would not occur as a result of project implementation. No impacts to mineral resources are anticipated in this regard.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. The *General Plan* does not identify the project site as an important mineral resource recovery site. No impacts are anticipated in this regard.

NOISE. Would the project result in:

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels.



- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project site is not located within the vicinity of a private airstrip. Exposure of people residing or working in the project site to excessive noise levels is not anticipated as a result of project implementation.

TRANSPORTATION/TRAFFIC. *Would the project:*

- c) *Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. Due to the nature and scope of the proposed land uses, project implementation would not affect air traffic patterns and would not result in safety risks.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact. Project implementation would not involve the construction of new roadways. However, the project proposes vacating Lime Avenue between Medio Street and Ocean Boulevard and relocating the existing Bronce Way alley northward to the edge of the project site. Access to the project site would be required to comply with all City design standards, which would reduce potential impacts to a less than significant level; refer also to Section 5.8, *Public Services and Utilities*.

- e) *Result in inadequate emergency access?*

Less Than Significant Impact. As stated, the project proposes vacating Lime Avenue between Medio Street and Ocean Boulevard and relocating the existing Bronce Way alley northward to the edge of the project site. However, the project would not physically interfere with emergency access to the project site. According to the Public Safety Element of the *General Plan*, emergency response and evacuation procedures would be coordinated through the City in coordination with the police and fire departments, resulting in less than significant impacts; refer also to Section 5.8, *Public Services and Utilities*.

- g) *Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

Less Than Significant Impact. No conflicts with any adopted policies supporting alternative transportation modes such as bus facilities and bicycle access/parking are anticipated to occur. The project proposes to locate residential, ground floor retail, art gallery, café and civic space uses in proximity to existing public transportation.

11.0 Organizations and Persons Consulted



11.0 ORGANIZATIONS AND PERSONS CONSULTED

LEAD AGENCY

City of Long Beach Redevelopment Agency
333 West Ocean Boulevard
Long Beach, California 90802

Ms. Angela Reynolds, Environmental and Community Planning Officer
Ms. Jae Von Klug, Redevelopment Project Officer
Mr. Craig Chalfant, Advance Planner
Mr. Jeff Winklepleck, Planner
Ms. Lisa Fall, Redevelopment Consultant

PREPARERS OF THE ENVIRONMENTAL IMPACT REPORT

RBF Consulting
14725 Alton Parkway
Irvine, California 92618-2069

Mr. Glenn Lajoie, AICP, EIR Project Director
Ms. Starla Hack, Project Manager/Environmental Analyst
Mr. Edward Torres, INCE, Air Quality and Noise Specialist
Mr. Richard Beck, Regulatory Manager
Ms. Maria Cadiz, Environmental Analyst
Mr. Achilles Mallisos, Environmental Analyst
Ms. Leah Price, Environmental Analyst
Ms. Libby Wood, Environmental Analyst
Ms. Linda Bo, Document Preparation/Graphic Artist

SUBCONSULTANTS

Meyer, Mohaddes Associates, Inc.
400 Oceangate, Suite 480
Long Beach, California 90802-4307
Mr. Robert K. Olson, Senior Transportation Engineer

CRM Tech
4472 Orange Street
Riverside, California 92501
Mr. Bai Tang, Principal Investigator
Mr. Michael Hogan, Principal Investigator



PUBLIC SERVICE AND UTILITIES

Fire Protection:

Long Beach Fire Department

925 Harbor Plaza, Suite 100
Long Beach, California 90805
Steve Lewis, Deputy Chief of Operations

Police Protection:

Long Beach Police Department

400 West Broadway
Long Beach, California 90802
Steven L. Ditmars, Lieutenant, Information Technology Division
Officer James Dickey

Recreation:

City of Long Beach Department of Parks, Recreation and Marine

2760 N. Studebaker Road
Long Beach, California 908015-1697
Dennis Eschen, Manager of Planning and Development

Schools:

Long Beach Unified School District

2425 Webster Avenue
Long Beach, California 90810
Carrie M. Matsumoto, Executive Director

Water:

Long Beach Water Department

1800 East Wardlow Road
Long Beach, California 90807-4994
Matthew P. Lyons, Manager of Planning and Conservation
Robert Villanueva, P.E., Division Engineer
Larry Oaks, Engineering Technician II

Wastewater:

Long Beach Water Department

1800 East Wardlow Road
Long Beach, California 90807-4994
Robert Villanueva, P.E., Division Engineer
Larry Oaks, Engineering Technician II



County Sanitation Districts of Los Angeles County

1955 Workman Mill Road
Whittier, California 90607-4998
Ruth I. Frazen, Engineering Technician

Electricity:

Southern California Edison

2800 East Willow Street
Long Beach, California 90806
Jim Matthei, Service Planner, Long Beach Service Center

Natural Gas:

Long Beach Energy

2400 East Spring Street
Long Beach, California 90806
Mike J. Zykuski, P.E.

12.0 Bibliography



12.0 BIBLIOGRAPHY

California Environmental Quality Act, 1970, as amended, Public Resources Code Sections 21000-21178.

California Office of Planning and Research, *General Plan Guidelines*, October 2003.

California Integrated Waste Management Board Website: <http://www.ciwmb.ca.gov>.

City of Long Beach General Plan, various dates.

City of Long Beach Local Coastal Program. February 12, 1980

City of Long Beach Municipal Code. <http://www.longbeach.gov/apps/cityclerk/lbmc/default.html>

City of Long Beach Official Website. <http://www.ci.long-beach.ca.us/>

Code of Federal Regulations [CFR] 800.1(a)).

CRM TECH, *Historical Resources Survey Report*, June 25, 2006 (Appendix 15.6).

Downtown Planned Development District (PD-30 Ordinance).

Environmental Corporation, Seigel Diamond Architects, Kosmont and Associates, *East Village Arts District Guide for Development*, October 1996.

Field Pouli Architects, *Strategy for Development Greater Downtown Long Beach (Strategy)*, May 2000.

Meyer Mohaddes and Associates, Inc., *City of Long Beach Shoreline Gateway EIR Traffic Impact Study*, May 2006 (Revised June 2006) (Appendix 15.3).

Moore Lacofano Goltsman, Inc. *Downtown Long Beach Strategic Action Plan (Strategic Action Plan)*, July 2000.

SCS Engineers, *Phase I Environmental Assessment Shoreline Gateway Project*, (August 2005), (Appendix 15.7).

Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan Growth Forecasts, City Projections, April 2004.

State of California Department of Finance, *E-5 City/County Population and Housing Estimates, 2005, Revised 2001-2004 with 2000 DRU Benchmark*, Sacramento, California, May 2005.

Strategic Guide for Development for the Central Study Area (Strategic Guide). July 2005.



City of Long Beach
Shoreline Gateway Project Environmental Impact Report

U.S. Census Bureau, 1990 and 2000 Census data. <http://www.factfinder.census.gov>.

13.0 Mitigation Monitoring Program



13.0 MITIGATION MONITORING PROGRAM

Section 2.0 of this DEIR identifies the mitigation measures that will be implemented to avoid or lessen the impacts associated with the Shoreline Gateway Project. The California Environment Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code,

“ . . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.”

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table below lists those mitigation measures that may be included as conditions of approval for the project. These measures correspond to those outlined in Section 2.0, Executive Summary, and discussed in Sections 5.1 through 5.8. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The developer will have the responsibility for implementing the measures, and the various City of Long Beach departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

To be completed in the Final EIR.

14.0 Comments and Responses



14.0 COMMENTS AND RESPONSES

14.1 CEQA REQUIREMENTS

Before approving a project, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (EIR).

In accordance with Sections 15120 through 15132, and Section 15161 of the *CEQA Guidelines*, the City of Long Beach has prepared an EIR for the for the Shoreline Gateway Project (SCH #2005121066). The Response to Comments section, combined with the Draft EIR, comprise the Final EIR.

The following is an excerpt from the *CEQA Guidelines*, Section 15132, Contents of Final Environmental Impact Report:

The Final EIR shall consist of:

- (a) The Draft EIR or a version of the draft.*
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations and public agencies commenting on the Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) Any other information added by the Lead Agency.*

To be completed in the Final EIR.